

COUNTRY Germany (Soviet Zone) Approved For Release 2000/06/26 : CIA-RDP82-00457R008500060002-4

25X1A

TOPIC Schoenwalde Airfield

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EVALUATION ~~CONFIDENTIAL~~ PLACE OBTAINED ~~CONFIDENTIAL~~

DATE OF CONTENT 22 to 29 June 1951

DATE OBTAINED ~~CONFIDENTIAL~~ 25X1A DATE PREPARED 31 July 1951

REFERENCES

PAGES 2 ENCLOSURES (NO. & TYPE)

REMARKS

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1. Between 5 a.m. and 5 p.m. on 22 June 1951, flying was continually practiced by single-engine ground attack aircraft with the white numbers 3, 4, and 8 on their fuselages. Between 8 and 10:30 a.m. on 26 June, ground attack planes made individual flights in rainy weather. After 3 p.m. on 29 June, there was flying with ground attack aircraft. The sky was overcast and visibility was from 5 to 8 km. Twelve ground attack planes were seen taking off at short intervals. The white numbers 4, 36, 38, 48, and 49 were seen on five planes. There was no flying on the other days of observation. (1)
2. On the morning of 25 June, an alert alarm signal sounded at the field. Alert was practiced again at 9:30 a.m. All the EM and officers ran to the landing field. The officers quartered in building No 23 carried small trunks, map cases, and headphones. (2) Three trucks ~~CONFIDENTIAL~~ on which the baggage of the EM was loaded, were parked opposite the EM buildings. The alert lasted until 12:30 p.m. According to conversation among officers, no furloughs were being granted temporarily. The distribution of alcoholic drinks was still prohibited at the field. The previously reported transfers still continued. According to rumors, the personnel transferred left for Elstal. It was learned that Senior Lieutenant Katslov, (fnu), belonged to Unit APN 21248 and worked in the unit headquarters. (3)
3. The pilots and observers usually live in the same room. Most of the pilots are lieutenants, whereas the observers are senior lieutenants and captains. All the personnel killed in the previously reported crashes were officers except for two who were sergeants. According to source this proved that the crews of ground attack planes were almost exclusively officers. Source learned that the crew of a twin-engine plane consisted of a lieutenant as pilot, a sergeant as radio operator, and a major as observer. The radio operator of this unit was usually an NCO and seldom an officer. Observers and pilots get the same rations whereas the technicians do not. Service and furlough was usually regulated alike for pilots and observers who were assigned to the same plane.

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4. After 27 June, German employees at the field were no longer allowed to buy in the air force shop but were still permitted to buy in the AFA shops. Source learned at the same time that, after June 1951, the cheaper extra ration cards for officers of the air force unit were no longer issued.
5. Soviet documents found in building No. 23 included an insured letter addressed to Vladimir Aleksandrovich Smirno of Unit APN 21248. The letter contained a marriage certificate and a birth certificate sent by the wife of the addressee. The other document was a storm warning of the Air Force Ministry of the U.S.S.R. to Unit APN 62926. (U)

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~~CONFIDENTIAL~~ Comments.

- (1) The information confirms the presence of ground attack aircraft at Schoenwalde airfield. According to observations by other sources, the airfield is occupied by a ground attack regiment and an air reconnaissance regiment.
- (2) For location of building 23, see Annex to [REDACTED]. A local alert was probably being practiced. No similar practices were observed at other airfields on the same day.

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[REDACTED] they indicate that the weather station which belongs to the ground attack regiment is also assigned to the OATB.

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